

## STATE DEP'TS CO-OPERATE FOR CLEAN-UP WEEK

Each Day of Next Week Set  
Aside for Particular  
Activity

### CLERGY ARE TO ASSIST

State - Wide Drive Starts  
Upon Dangerous  
Enemies

HARRISBURG, Apr. 21.—(INS)—The departments and bureaus of the State government are cooperating in the movement to make the 1928 Clean Up Week bring more concrete results than those in former years. The week beginning next Sunday has been designated as the period in which municipal authorities and private citizens are urged to follow a schedule which will result in greater sanitation and community improvement throughout the State.

Each day of the week has been set aside for some particular branch of the activity which has been outlined and which will be followed throughout the State.

The clergy has been asked to co-operate by mentioning the plans for the week next Sunday.

Monday has been designated as Highway Day and municipal authorities and individuals are asked to co-operate in cleaning streets, sidewalks and gutters.

Forestry Day has been fixed for Tuesday. On that day it is hoped that brush, briars and other inflammable material will be burned or otherwise destroyed. The Department of Forests and Waters which is co-operating asks that special precautions be taken to prevent fires getting beyond control and causing damage.

A State wide drive against two of mankind's most dangerous enemies is planned for Wednesday. On that day the authorities urge steps which will prevent the breeding of flies and mosquitoes. The necessity of such action early in the summer is urged because of the greater ease with which the pests may be controlled at that time.

The junk man should benefit from the activities planned for Thursday. That is the day set aside for the disposal of things which have been kept for the traditional seven years and for which no use has yet developed. "Get rid of junk" is the slogan.

On Friday house holders are urged to have hauled away the accumulation of discarded material which could not be otherwise disposed of.

Finish Up Day is the title fixed for Saturday when it is hoped the finishing touches will be done and all unfinished work completed.

### Federation of Clubs To Meet At Chalfont

The semi-annual meeting of the Bucks County Federation of Women's Clubs will be held at Forest Park, Chalfont, Pa., Friday, April 27, 1928, with morning and afternoon sessions.

The Chalfont Community Club will be the hostess club. A box luncheon, at noon hour, as usual.

Education will be the topic to be discussed. Several well known speakers will present various phases of progressive educational work.

An interesting feature of the program will be the reports of heads of departments, who will give an account of the work which is being accomplished by the different clubs in the county.

Mr. Irvin M. James, Doylestown, is president of the County Federation. Mrs. Charles H. Ort is recording secretary. Mrs. Frank Lehman, of Bristol, is one of the directors.

### Motor-Coach Service To Be Discontinued on April 28th

The present motor-coach service between Doylestown and Bristol, via Buckingham, Newtown and Langhorne, is to be discontinued at midnight, Saturday, April 28th.

This line which has been operated by E. D. Osterhout, of Langhorne, for the Reading Transportation Line, has been in service for less than one year, starting about May of 1927.

Effective April 29th, motor-coach service will be operated between Lansdale, Doylestown, Buckingham, Newtown, Langhorne, and between Jenkintown, Glenside, Willow Grove, Hatboro, Buckingham and New Hope. In accordance with this there will be no buses operated between Pottsville and Pineville via Wycombe; or between the Blue Anchor and Wrightstown by way of Penn's Park.

Previous to the operation of the Reading Company buses on the Doylestown-Bristol Line, service was given by the Blue Bell Bus Company, with headquarters at Newtown. When this service was discontinued a radical change was made in the schedule, there being only four buses making the through-trip from Bristol to Doylestown on week-days and two on Sundays. Starting at Doylestown three buses made the entire trip to Bristol during the week and two on Sundays.

A line operated between Lambertville and Doylestown has upon its present schedule five trips between those points daily.

## PLEASANT AUTO TOUR OUTLINED FOR AN AFTERNOON'S MOTORING

Route Goes Over Old Conestoga Road Passing Through the Brandywine Battlefield Sector and Over the Wilmington Post Road.

A pleasant afternoon's run for this season of the year is offered by the Keystone Automobile Club over the old Conestoga Road, passing through the Brandywine battlefield sector, and returning on the Wilmington Post Road, one of the oldest roads in America, formerly known as the "Queen's Highway."

"Motor tours at this season of the year average from seventy-five to one hundred miles, the bureau has found from experience," said Russell B. Carty, special representative of the Keystone Automobile Club in Bristol. "While these short jaunts are in favor, however, motorists are carefully perusing road maps and tour books, in order to prepare for long week-end and vacation trips."

"The general direction of the tours has changed in the last several weeks, from trips to the far south, to a westerly and easterly direction. From questions asked, we have determined that short trips are most popular at this time."

From Doylestown, take the Doylestown Pike to Willow Grove, and take the right hand fork, known as Easton Road, and turn right and then left onto Gowen Avenue at Stenton Avenue. Follow through on Allen's Lane into the Wissahickon Drive to Walnut Lane, and over Green Lane Bridge into Belmont Avenue. From Belmont Avenue, turn right into City Line Avenue, and right into Lancaster Pike. Pass through Overbrook and Ardmore to Bryn Mawr.

At Bryn Mawr, bear left onto the old Conestoga Road, over which immigrants passed in their search for new homelands in the early settler days. At Ithan, the Radnor Friends Meeting, built in 1718, is found. At Stratford, the Conestoga Road joins with Lancaster Pike again. Pass through Devon, Berwyn, Paoli and Green Tree where some of the finest

homes in this part of the country are found.

Turn left at Exton onto the Wilmington-Pottstown Highway to West Chester. Just before entering West Chester, on the left hand side of the road is Greystone, the estate of P. M. Sharples, well-known dairyman and breeder of fancy stock. Continue straight through West Chester on High Street, which leads into the Wilmington-Pottstown Highway again.

Just before reaching Dilworthtown, on the right of the road is the old Birmingham Meeting House, used during the Battle at Brandywine Creek on September 11, 1777, as an emergency hospital. A few miles west, is the battlefield district, where "Old Glory" first led American troops in battle. In its first battle, the "stars and stripes" went down in defeat, but General Howe learned to respect Washington's men. In this battle, this is a beautiful spot, and it is suggested that motorists wander through this section, which only covers a few miles, on good local roads.

Turn then, back into the Wilmington-Pottstown Highway, to Wilmington. Turn left into the Wilmington Post Road through Claymont and Marcus Hook to Chester. Motorists will have no trouble passing through Chester, as that city is well posted with signs.

From Chester, follow the Chester Pike through Prospect Park, Norwood, Glenolden and Sharon Hill to Darby and thence to Philadelphia on Woodland Avenue. From Woodland Avenue turn right into Spruce Street and left onto 16th Street, pass along 16th Street to Race Street and turn right to Broad Street. From Race Street turn left to Broad Street. Drive north on Broad Street and bear right into Old York Road above Chelton Avenue and so to Willow Grove where the Doylestown Pike is again met.

## CONTESTANTS MUST GO OVER PARADE ROUTE

Every Participant Required  
To Parade Here On  
May 5th

### PLANS PROGRESSING

Every contestant in the track and field events to be held Saturday afternoon, May 5th, in connection with Boys' Week, must march over the entire route of the parade. This was decided at a meeting of the General Committee held last night in the club rooms of St. Ann's Holy Name Society, Dorrance street.

It was also decided to communicate with the pastors of every church in Bristol, Edgely and Croydon and request them to select some appropriate topic for a sermon on April 29th, which is to be known as "Boys' Day at Church."

Dr. J. Fred Wagner was named as a committee of one to arrange for the transportation of crippled children to the Grand Theatre on the morning of May 5th and also to the parade and the high school grounds.

Plans are being made for a rousing meeting in the Grand Theatre on Saturday morning, May 5th, to which all boys will be admitted free. But a request is made that every boy refrain from throwing paper, peanut shells or other debris on the floor of the theatre. It is considered exceptionally kind of the Grand Theatre manager, Edward Lynn, to permit the use of this beautiful playhouse without one cent of cost, in order that the boys might properly be entertained. Every boy is going to be placed on his own honor to keep the theater clean and to in no way mar its appearance. It is felt that every boy will comply with the request.

It is desired that every boy who is going to enter the hobby fair do so at once. Communicate with either Frank Pfeiffer at his store on Pond street or to M. D. Harrison, Radcliffe street, opposite the water works.

The General Committee will meet next Friday night at 8.30 in the Knights of Columbus home, Radcliffe and Mulberry streets.

SHAMOKIN, Pa., Apr. 21.—(INS)—That Shamokin citizens believe an airplane field is needed here as indicated recently in Northumberland county court when a petition for a court charter for an organization to be called the Shamokin Aero Club was filed.

More than 100 signers appear on the petition and incorporation papers show that it will hold property not to exceed \$10,000 in value. The proposition is to build a hangar and maintain a field for visiting and local airplanes at the Weigh Scales track, on the outskirts of Shamokin.

Customers for your furnished or unfurnished apartments only as far away as your telephone. Place an "ad" in the Courier and be ready to

## ATHLETIC MEET WON BY EDGELY SCHOLARS

Secure Cup Originally Given  
By Paterson Parchment  
Paper Company

### CROYDON IS SECOND

Edgely public school pupils were victorious yesterday afternoon in the athletic meet staged at Croydon, winning over the Newportville scholars by a total of 26 points.

The points accorded the schools showed Edgely first, Newportville second, and Croydon third, with five, three and one points respectively. The aggregate number of points secured by the individual pupils were Edgely, 42; Newportville, 16; and Croydon, 14. To the Edgely school will go the silver cup awarded some time by the Paterson Parchment Paper Company. This was won last year by Croydon school.

The meet events were run off at the Croydon school ground, with a goodly attendance.

Results of events for girls with yard dash, Eleanor Faber, Edgely; Carolyn Betz, Edgely; Katherine Wilson, Newportville.

Standing broad jump: Charlotte Barlow, Croydon; Della Dowgilio, Newportville; Eleanor Faber, Edgely. Basketball throw: Della Dowgilio, Newportville; Helen McLaughlin, Edgely; Elsa Bartz, Croydon.

Relay race: Della Dowgilio, Dorothy Ingraham, Amelia Fowells, Katherine Wilson, Newportville.

Boys' events—60 yard dash: Thomas McLaughlin, Edgely; Frank Dick, Edgely; Alfred Jayne, Croydon.

High jump: Thomas McLaughlin, Edgely; Ronald Peters, Croydon; Frank Dick, Edgely.

Running broad jump: Frank Dick, Edgely; Thomas McLaughlin, Edgely; Kenneth Clifton, Newportville.

Relay: Thomas McLaughlin, Frank Wright, Frank Dick and Chester Felchner, of Edgely.

### St. Mark's Boys and Girls Compete for Marble Honors

Pupils of St. Mark's Parochial School competed in a marble tournament yesterday to decide the winners of their school who will in turn compete in the district contests to be held under the auspices of the Marble Contest Committee of Bucks County.

In the semi-finals Joseph Roe defeated Charles Junod 8 to 5, Daniel Dugan defeated John McGinley 7 to 6.

In the finals Daniel Dugan defeated Joseph Roe and is thus crowned the champion of the boys of St. Mark's. He will compete in the district championship.

Girls also contested for honors and Margaret Cox was defeated by Anetta Gallagher by the score of 8 to 5 and Margaret McCahan defeated Miss Gallagher by the same score. She will be crowned as the champion of the girls of St. Mark's school.

## CROYDON DWELLING TOTALLY DESTROYED BY BLAZE TODAY

The Old Jesse Booz Property,  
Along Railroad, Burned  
To Foundation

### FIREMEN CALLED

Lack of Water and Advanced  
Stage of Blaze Prevents  
Its Extinguishment

The two and one-half story frame dwelling along the main line of the P. R. R. near Croydon and known as the old Jesse Booz property was totally destroyed by fire early today. The loss is placed at about \$2,000.

Firemen of the nearby community were summoned and companies of the Bristol Volunteer Department went to the scene. Lack of water and the advanced stage of the blaze when the firemen arrived made it impossible to save the structure. A nearby barn was saved.

The property several years ago was purchased by George T. Sale, Frankford, Dr. Savacool resided in the place for several years.

The place had been vacant for a long time and the interior had been stripped of doors and practically every removable part.

### Former Bristol Man Goes To Aid of Three Airmen

John Busher, a pilot-mechanic, who accompanied Robert P. Hewitt, the Philadelphia airman to the rescue of the German fliers stranded on Greenley Island, Labrador, was a former Bristol man.

Mr. Busher came to Bristol with the Huff-Daland Company, from Ogdensburg, N. Y., and resided with Mr. and Mrs. William Doane, of 226 Mill street, for nearly two years. He left Bristol for the Pitcairn Aviation, Inc., at Bryn Athyn, Pa. Later the mechanic was transferred to the Ludington Philadelphia Flying Service at Philadelphia.

Both Mr. and Mrs. Busher are well known to several Bristol people. Mrs. John Busher, who lives at Collingdale, spent a few days this week with Mr. and Mrs. Robert Clark, Jr., at 347 Jackson street, while her husband was on the trip to Greenley Island.

### Keystone Auto Club Is Active in County

Activities of the Keystone Automobile Club are being extended throughout Bucks county, according to announcement by Edward B. Watson, county manager for the club with headquarters in Doylestown.

"In line with the general policy of the Club to extend its services and facilities to all units of the organization," said Mr. Watson, "we are now concentrating our efforts in this county hereabouts will receive the ultimate in automobile club service. It also means that the public benefits of the club, such as those derived from the presence of warning signs at danger points and direction signs at crossroads, will keep pace with the purely personal service to the membership."

"The Club's sign-posting campaign is well under way and will be continued throughout the spring and summer."

"Road patrol and traffic supervision by uniformed members of the Club's Road Patrol will be extended. An evidence of this is the stationing of a traffic officer in Doylestown, to relieve congestion near the bus parking area."

### Harriman Pupils Form A Nature Club

A nature club has been formed by members of class 8-A-1 of the Harriman school building. The class has been divided into three groups, for competitive work.

To each group or section a leader has been assigned. These are: Robert Wright, Edward Reading and Thomas Barrett.

At a meeting conducted during this week business was transacted. Clifford Grimes reported that he had written to Europe for specimens on nature. The class members were then requested by the president to give some thought to pins that might be acquired for the club. It was decided that the class join the Audubon Society and the local organization is to be known as "The Audubon Nature Club."

Henry Streeter, who is building a cabinet for the collections of the club, reported on his progress and asked for suggestions as to painting of same. Light brown was the color decided upon.

Upon motion of one of the members a letter is to be written to Herbert Schofield telling of the progress of the group, in appreciation of the assistance given by Mr. Schofield.

A talk on radium given by Howard Smoyer was most interesting, and a piece of radium ore was presented to Wright's team.

Clifford Grimes, corresponding secretary, expresses on behalf of the club, its appreciation to all who have given specimens to the teams.

## KEYSTONE PLANT HERE TO BUILD FIRST FULLY EQUIPPED FLYING ELECTRICAL LABORATORY MOUNTED IN HUGE PLANE

Edgar N. Gott, President of Corporation, Announces Construction of What is Believed Will Be Most Unique Flying Ship Ever Built in the World — Largest Plane of Its Type in America.

Details of the first fully equipped flying electrical laboratory mounted in one of the largest commercial three engine airplanes ever built in the United States, are announced by Edgar N. Gott, president of the Keystone Aircraft Corporation here. This new plane will be similar to the Keystone "Pathfinder" commercial twelve passenger tri-motored biplane now being used by the West Indian Aerial Express between Porto Rico and Cuba.

The total wing area in square feet will make this "Pathfinder" the largest plane of its type ever built in this country. Upon the lower wing will be mounted the most powerful and the largest electrical sign ever carried on any airplane in the world. In time of war this device could be used to warn a city of two million people in ten minutes of the approach of enemy aircraft.

Two years have been spent in intensive research and development of the lightest electric generating and lighting power plant ever produced. Secret tests have been made and so jealously is this invention guarded that even the Keystone Corporation, manufacturers of the plane, have received only meager details of the installation.

The buyer has requested the utmost secrecy in the purchase of this huge aircraft.

## SERVICES FOR SUNDAY ANNOUNCED BY PASTORS

Sermon Topics Give Promise  
Of Much Helpful  
Material

### YOUNG FOLKS' MEETINGS

At the service of worship in the Methodist Church tomorrow morning the subject of the sermon will be "Decision and Destiny." This service will be at 10.30 and the Rev. John Ellery, pastor, will deliver the message.

Sunday School will be at 2.15; Epworth League, 6.45 p. m., with "Building a Leaguer's Book Shelf" as the subject of Mrs. R. Hunter. Evening song service and sermon will commence at 7.45 o'clock with the subject being: "Seeing God, the Invisible." Weekly prayer and praise service on Wednesday will be at eight o'clock.

Croydon Community M. E. Church, State Road and Cedar avenue, Croydon, Rev. George C. Shoe, pastor: Sunday School, 2 p. m.; morning worship, "The Temple of the Soul," 10.30; Epworth League, seven p. m.; evening service, 7.45 o'clock, with "Sowing and Reaping" as the sermon theme.

Prayer service on Thursday night will start at eight o'clock.

In the Tullytown Christian Church the Sunday School will meet at 10.30 a. m. The evening service for worship will be held at 7.45. The pastor, the Rev. William Young, will be in charge.

The Sunday School of the Tullytown M. E. Church will be held at 2.30 p. m. The evening service will be held at 7.20. The pastor, the Rev. Clyde Levergood, will preach.

"The Success of Failure" will be the theme listened to by those attending the 11 o'clock morning service at the First Baptist Church tomorrow. Rev. Howard L. Zepp, pastor, will preach. Sunday School will precede this service, commencing at 10 o'clock.

In the evening at 7.45, the Rev. Zepp will talk upon "An Ideal Friend." B. Y. P. U. meeting will be at seven.

Grace Episcopal Church, Hulmeville, Second Sunday after Easter: Morning prayer and sermon, 11, The Church—"Lord, We Know Not Whither Thou Goest"; and How Can We Know the Way?" (John XIV-5); evening prayer and address upon "The Dawn of the Reformation," 7.30 o'clock; Sunday school, 10 a. m., Rev. John Raymond Crosby, Ph. D., S. T. D., will be in charge of the services.

Rev. H. M. Hartmann, pastor of the Bristol Presbyterian Church, announces the following services for tomorrow, April 22nd:

10 a. m., Sunday School, with classes for all ages; 11, morning worship with sermons by the pastor for adults and children; 7 p. m., Christian Endeavor; 7.45 p. m., evening service in charge of the Ladies' Union of which Mrs. J. J. Hargrave is president. Mrs. William Boyer will speak.

Mr. and Mrs. Harry Cardinal, of 230 Mill street, are spending two weeks with their relatives at Watertown, N. Y., making the trip by motor.

## CONFESSED KILLER UNDER HEAVY GUARD AT COUNTY JAIL

Calvin E. James Appears Un-  
moved by Prospect of  
Early Trial

### MAY FACE MAY COURT

Plans Are Being Made To  
Speed Trial at Next  
Court

Yesterday afternoon the Courier in a special edition issued shortly before five o'clock carried a complete story even to excerpts which were the salient points in the confession of Calvin E. James, Upper Darby, to the killing of William Harold Dunstan, Doylestown; and James' two uncles, Thomas and Joseph Erwin, of Jamison, Bucks County, who were found murdered three years ago.

The extra edition of the Courier was on the streets hours before any other paper containing the story of the triple murder confession, circulating here, arrived.

DOYLESTOWN, Apr. 21.—(INS)—Calvin E. James, 26, of Upper Darby, who confessed to the murder of William Harold Dunstan, 32, chemist, and two other men in 1925, is under heavy guard in the Bucks County Jail here today.

James appears unmoved by the prospect of standing trial for the three murders.

In his confession James completely exonerated August Schaffer, also of Upper Darby, and William Duffy, of Philadelphia, who were being held in connection with the crime. Both men were discharged last night.

James was held without bail by Justice of the Peace W. C. Hobensack for a further hearing Tuesday on first degree murder charges.

District Attorney Arthur M. Eastburn indicated James may be moved to trial on one of the three charges at the May term of the county criminal court if the May Grand Jury indicts him at their opening session.

The other persons whom James confessed killing were Joseph and Thomas Erwin, brothers, uncles of his wife, on their farm at Jamison, near here. Debts incurred through the buying and selling of whisky caused the three murders, according to the confession.

### Elks' Tennis Club To Give Fine Minstrel Show

Elks' Tennis Club minstrels and novelty entertainment will hold away in the Elks' Home on Thursday evening, April 26th. Some of the best amateur performers of Bristol and vicinity have been obtained and altogether it looks like an evening of real fun and enjoyment for all who take the opportunity to attend.

Charles Rathke and Frank Phipps, Bristol's famous comedians, with John Brehm as interlocutor, form a trio that is calculated to make anyone laugh. The circle is composed of the following: Andrew MacArthur, Dr. Walter Smith, Theodore Roper, John Lynn, Percy Ford, Charles Hellyer, Samuel A. Pearson, John S. Williams, Mr. Orr, Chauncey Stoneback, Jr., and Leon Siefert.

It is a well known fact that anyone who has had an operation, will have at intervals, severe pains, caused by adhesions. When Charles Rathke sings, "Oh, My Operation," all who hear him will laugh so much, they'll think they have adhesions also.

Frank Phipps' song is an original selection of fun and parodies. Frank is keeping it secret, but those on the inside say it is a "wow." Andrew MacArthur, Charles Hellyer, Dr. Walter Smith, Percy Ford and Mr. Orr, render the solo parts in the circle.

After the minstrel circle a novelty entertainment will be rendered by the following well-known artists: Miss Marion Rommell, danseuse; Lester Thorne, violinist; Rathke and Brooks, comedy and magic; Miss Gertrude Johnson, novelty entertainer; Joseph Lanza, musician; Mrs. M. D. Weagley, accompanist. Music by American Legion orchestra, Evan Vandegrift, conductor.

Those wishing to attend are advised to procure their tickets early, as the seating capacity is limited. Tickets are on sale at Lynn's Sweet Shop, Mill street; Fabian's Drug Store, Radcliffe street; and Headley's Pharmacy, Wood and Washington streets.

HARRISBURG, Pa., Apr. 21.—(INS)—Two hearings were scheduled to come before the Public Service Commission today.

The first hearing was to be on the allegation of the Burkholme Improvement Association against the Philadelphia Rural Transit Company that the company had failed to furnish adequate bus service in Burholme, a section of the city of Philadelphia.

The second hearing is a complaint brought by the Reading Transit Bus Company against the Chester Valley Bus Lines, Inc. The Reading Company alleges that the respondent transported a party from Reading to State College in violation of the restrictions imposed under its certificate of public convenience.



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SATURDAY, APRIL 21, 1923

### AN AMERICAN BOTTOMLEY

"Big Bill" must have snorted with indignation, or pretended indignation, at St. John Ervine's horrible insult in declaring that the Chicago mayor is "the most typical Englishman who ever lived in the United States." But with his intimate knowledge of English character derived from his long study of their "tricks and their manners," he must secretly admit the truth of the comparison.

Ervine is a great little kiddie, but he has a special talent for detecting resemblances and noting the weak points in a make-up; and in spotting a typical John Bull under the mask of a rabid American politico-patriot, he adds to the gayety of "Big Bill's" Chicago show. Dickens drew half a dozen portraits of "Big Bill" from English originals long before Chicago's mayor appeared to play his part.

Horatio Bottomley, British publisher, is the best recent model in real life of the Thompson type of Englishman. People wonder at the Chicagoese who look up to Thompson as a prophet, but a good many Americans have been fooled by scarcely less obvious demagogues; and millions of Englishmen swore quite as enthusiastically by Bottomley for years as the Chicago folk are swearing by Thompson.

### TRANQUILITY IN EDUCATION

On being asked why he had banned a campus lecture on a highly controversial question a university president is said to have made the following astonishing excuse:

"Because this is a state-supported institution and too much turmoil has been caused by the invitation."

In those few words he summed up the grosser failings of some institutions of so-called "higher education." They dare do nothing which might conceivably curtail financial subsidies. And they avoid, like poison, anything which causes "turmoil," which is to say the intellectual disputation by which alone the value of ideas can properly be tested.

Not many college presidents stand so painfully self-revealed of mental timidity and bondage as in this case. But it does not take many of that caliber to lower the educational standards of the nation. Better no college training at all than training which is a mockery by its servility to external pressure, to accepted prejudices, and to the life of undisturbed intellectual stagnation. If that is "education," then the language needs another word to describe the fearless, untiring quest for knowledge which once went by that name.

There are state-supported schools offering an education that is worth no more than the small tuition paid for it, simply because ignorant politicians and bigoted demagogues usurp the power of dictating the curriculum. The uneducated, over-estimating their own intelligence, ever set themselves above the truly educated.

Another way to reduce is to worry too much about business.

It would be great if some people talked as well as they do loud.

When you want to have fun get a crowd to telling their middle names.

Prosperous times are those in which people feel rich enough to take on more debt.

As to America's sense of humor, observe the kind of cars some people put locks on.

## Suburban News

### Parkland

Mrs. Howard Lake is recovering from a week's illness with the grippe, and is again able to be out.

John T. Fish, of Fallsington, was a Sunday visitor of his sister, Elizabeth M. Fish, at Floral Heights.

There were 20 tables last Saturday evening at the pinchle tournament at the Community House, with Mrs. Morris Thomas as hostess.

Last week the Thursday evening pinchle club was entertained by Mrs. Herman Degenhardt, at her home on Avenue B.

On Wednesday of last week Edward Bodenschütz was married in the city to Miss Margaret Grant, of Philadelphia.

Mrs. Laura Allen, of Philadelphia, enjoyed Easter week here, as the guest of her cousin, Mrs. Anna Oler, of Highland avenue.

Miss Anna Pereira, Miss Elizabeth Park and John New, Jr., of Parkland, were among the students of the freshman class of Langhorne High School who attended the lecture on Monday at the Academy of Music, Philadelphia.

Mrs. Rodger Watson, of Prospect avenue, will act as hostess at the benefit pinchle party to be given on Monday evening, April 30th, at the Community House, in Langhorne, by the American Legion Auxiliary.

On Wednesday evening, April 25th, the Ladies' Aid of Parkland Community Church will give a poverty social in the basement of the church.

Mrs. Gertrude Freise and son, Fred, of Philadelphia, were Sunday guests of Mrs. Herman Degenhardt.

Mrs. Jennie Rementer was noticed on Sunday at her cottage on Avenue B.

After two weeks' illness Robert Hussey has returned to his business in the city.

Mrs. Anna Brady is having her cottage on Avenue A and Prospect avenue repainted.

Mrs. A. Beldier spent one day recently in the city, visiting at the home of her son, Elmer Beldier.

The Ackler bungalow, on Sunflower avenue, is being improved by the application of fresh paint.

On Wednesday of last week Mrs. William Bates and daughter, Noel, were entertained at dinner at the city home of Mrs. Mary Cooke and Mr. and Mrs. Charles McIntyre.

### Mrs. Popkin Proficient As Player of "500"

"I love to play cards. These games are my hobby."

These words were uttered by Mrs. Abe Popkin, 418 Mill street, when approached by a Courier reporter to-day and interrogated regarding the games at which she is so adept.

Mrs. Popkin, who wins practically 75 per cent of the time, is a prominent figure at many public card parties staged in Bristol, and can always be looked to to lend support to any charity functions of this nature.

In nearly every set of scores announced for parties of this kind Mrs. Popkin's name is among those receiving exceptionally high totals, and quite frequently has first choice of the numerous and varied prizes.

Questioned about the group of prizes she has won she mentioned that in the aggregation there are floor lamps, bridge lamps, end tables, two tea sets, as well as several smaller pieces. About her home there are to be glimpsed pieces of furniture and bric-a-brac, trophies of the four-handed games.

"I've played cards all my life," she continued, "and I am particularly fond of 500. During the last three years I have played more than ever before."

In fact this woman who is the wife of a Mill street footwear dealer, is so fond of the sport that hardly an evening passes by without her indulging in one or more games. "We have one or two tables of players here every night," she added, "and all play for the love of the pastime. Quite frequently I win on these occasions."

When asked about her bidding the player told that it is usually the case of her either gaining a high score or an exceedingly low one. "I am not afraid to bid high. So you see when I do happen to have winning streaks my score is very high, or else if I am low or go in a hole my total points are not worth mentioning."

But, according to those who have played with Mrs. Popkin as partner the bidding puts them in a hole and they smile with joy twice in succession when they see the usual winner wend her way to their table.

There is always a demand for that piece of furniture for which you apparently have no further use. Through the classified columns of the Courier a pleased purchaser may be found.

## OVER THE HILLS IN A VICTORY SIX; PERFORMANCE NOTEWORTHY

There are several things about the Dodge Victory Six that no one meets the eye. Its unique construction is one of them. Another is the way it behaves. Still another is a certain effect of reserve, whereby some of its best qualities are revealed only on intimate acquaintance.

These hidden features combine with its very low and snug appearance to foster a misapprehension. It is one of the lowest cars on the road, if not the lowest, and consequently it seems very small; but in that way it is deceptive. It is really a car of better than average proportions as far as passenger accommodation is concerned.

Furthermore it is a powerful car. Some twenty different sedans are available which cost no more and have no greater wheelbase, but not one of them has more power per hundred pounds of weight, and it is that relation which denotes the really powerful car. The power ratio of the Victory model, in fact, compares very favorably with that of a number of the highest powered and highest priced cars on the market.

The conclusion that Dodge Brothers has produced a really remarkable car in the Victory Six can be asserted here as the result of an experiment that is a little out of the ordinary. It was a test, not of the car, but of the driver.

Its basis is the experience, familiar to all seasoned drivers, that after a fairly long stretch at the wheel the processes of driving descend into the subconscious, and one no longer thinks of the car, nor of driving. At such times, any peculiarities of the machine become persistently annoying; an unusual rattle or squeak will beat upon the car with almost maddening insistence; a bad seat will produce lameness; "road fight" will stiffen the wrists; excessive vibration will produce numbness in certain local nerve centers.

Would it not be a good idea to try out a new type of car by riding it fairly long and hard and then, so to speak, count the bruises? Might not such a test tell something about the popular appeal of the car that the usual demonstration fails to bring out? This is reverse English on the endurance test as ordinarily understood.

There is not much question that an organization possessing the resources and reputation of Dodge Brothers would introduce a new car only after putting it through the most exhaustive trials imaginable. What the routine factory test proves as to the durability of a machine under test conditions, however, may be entirely different from the reactions of any driver to that car when he takes it into his own hands and puts it to such uses as may happen to occur to him.

In a larger sense, what the prospective buyer wants to know is not what he can do to his car in the way of four or five years' hard work, but what the car will do to him after four or five hours' hard driving. He wants to know whether he will come out of it feeling refreshed and happy, or whether he will be jaded, cramped and looking for an argument.

Some such reasoning as this bred a desire to hold a sort of seance in which the car was to perform the part of the "control," causing the medium to react without volition. The trance state was to be produced by driving to or beyond the usual point of weariness—in the case of this particular medium 150 or 175 miles over such roads as might be encountered within the 200-mile radius of New York City. One day's practically continuous driving without special effort to make distance, it was thought, should cause the "control" to speak. Certainly no more than 50 miles with some cars is plenty.

So arrangements were made for a good stiff all-day run wherever the spirit might lead. Mr. C. M. Bishop, of Bishop, McCormick & Bishop, metropolitan dealers in Dodge Brothers products, was good enough to donate a car for burnt offering and sacrifice, or whatever else might befall; likewise the services of "Tony," whose regular business it is to teach the customers how to drive. A day was accordingly set and arrangements made for a properly early start.

It was judged that a run northward from the city, along the shores of the lovely Hudson, over Bear Mountain Bridge, through West Point, along the famous Storm King Highway to Newburgh, and then into the hills, should afford a fair groundwork for a typical automobile outing, and represent more than would be required by the average owner in many other sections of the country. If the car will do that in reasonable time, without wearying the driver, it was thought, a fair start will have been made on what should be the real test, because in back of there the country is broken and in many places rough and wild.

By eight o'clock of the appointed

morning, the car is rolling upward along the West Drive of Central Park. Though there is a chill wind with temperature near freezing it is comfortably warm within the sedan, which seems to be quite free from the usual closed-car draughts.

The medium observes as he settles down behind the wheel that the seat is comfortable, pitched not too far back and not wide enough to cut him off at the knees if he sits firmly, in the correct position which proper city driving demands. The wheel is well placed, steering is very light to the touch. With the left foot resting squarely on the floor the elbow rests comfortably upon the knee, so that the car is easily held on the road by gently flexing the wrist and fingers. This is as it should be to drive without fatigue. The windows are shoulder-high, which probably accounts for the lack of breeze toward the open window. The gears engage easily and the lever responds to a gentle touch of two fingers and the thumb, which is also as it should be. Pedal pressures are very gentle.

So far the Victory appears to be a comfortable car to drive. It "feels" very light, picks up quickly, rides easily without any rumble and has a quiet motor. Moreover it is a great deal more roomy than would have been expected.

A glance at the speedometer brings the first surprise of the day. Instead of the proper 22 miles an hour which the custom through the Park, the dial registers 32!

It is a strange thing, but these cars that are built very low and well balanced in relation to the road entirely nullify the judgment of speed values that was supposed to be fairly accurate and a matter of personal pride. An "absolutely tight and rigid" body, springs set wide apart, the right "castor" and toe-in of the steering gear, small wheels; these and other things combine to cut down the apparent speed by eliminating contributory sounds and sensations that have always been associated with speed.

Traffic is light at this hour and most of it headed down town. It is necessary, therefore, to "watch the clock" and also the turns and intersections, unless difficulties are courted. The feeling is that the car is being held back. It is one of the characteristics of this machine, it soon appears. Nevertheless, by certain courses known to the driver it is possible to escape the city proper without running much below 25, and the boulevard system on the hills above Yonkers is soon reached.

The Saw Mill River road is preferred to the Albany Post road, as being less congested and traversing fewer towns. Now there is nothing on it to hinder wheeling right along.

It has been a lowering morning. At Peekskill, forty miles out, and back on the Post Road, it begins to snow, but it doesn't matter at all. No one is interested in a fair weather automobile any more.

By now it has been discovered that the Victory has a very willing gait just over thirty miles an hour that seems to suit it best. At that point it is capable of a really surprising snap into higher speeds, yet the voice of the engine is not raised; there is no perceptible vibration of engine or chassis.

Turns of radius such as are found on most main roads can be taken easily at this speed without slackening and without feeling of danger. A very fine adjustment of the Stabilizers so controls the springs as to transform the usual bump and pitch of the short wheelbase into a gentle gliding sway. Proper shock absorbing equipment, if one is any judge of a car, may be equivalent to at least ten inches additional wheelbase from the standpoint of riding comfort.

Speed is not attempted, but on a straight stretch above Bear Mountain fifty-five is reached without pushing the motor at all. On another occasion, with four inside, and a lot of photographic equipment into the bargain, the only fair stretch of fast road encountered yields sixty-three with ease, but before the engine has time to put out whatever else it has—and it evidently still has a lot left—it is useful to cut for traffic. It is sufficient to say that the car is fast enough.

Snow continuing with this test trip, it is useful, heading West from Newburgh, to stay on the crown of the well-aged macadam and dodge the worn spots. The driver is proud of his skill at the wheel until Tony remarks that "she sure can skip over these holes and never touch bottom. G'Whiz. Forty-five on a road like this and never a bump. Can you beat that?"

At Montgomery a tall coupe of recognizable make is seen, not too far down the road, suddenly to start a waltz. By count, it revolves slowly in

its own length three times and then slides crazily backward into the ditch. After a moment it is driven out on its own power and into the dooryard for which it was originally aimed. It has a badly damaged tire carrier and it leaves a wrought iron hitching post bent level with the ground.

This teaches that the road is very slippery, as a trial application of the brakes with the clutch out immediately proves. On the other hand, leaving the clutch in, as should always be done, and easing gently down and up on the brake pedal brings the Victory to a walking pace with remarkable ease and without the slightest deviation from the line of travel. It is a very good demonstration of controllability and road grip.

Above Middletown the famous Wurtsboro Hill is crossed at thirty to thirty-five. This is a long, hard drag, famous in the locality as a tough one because it is winding. It is a second-speed proposition for many cars. The Victory makes light of it in high, notwithstanding the snow.

Above Monticello a departure is made from the traveled country, off through White Lake to Jeffersonville and over the so-called "mountain"—a villainously crooked pair of ruts, up and up, and then down and down—to Branch Brook. Then beyond, even further up into the hills, by a round-topped, one-track road, ice-covered in spots beneath the snow; running between a brook and muddy ditch. So, on and on up through the ruggedest of country and the meanest of roads, to a little yellow farmhouse, perched on a knob of a hill that is fully fifty feet above the road. There a very warm welcome awaits surprise visitors of a snowy afternoon when those on the farm have leisure to sit by the big round stove in the parlor.

It is 122 miles from the City to this point, high up in Sullivan County, and the distance has been covered in six and three-quarters hours, notwithstanding the hills and the snow. In many a car that would have been a difficult task. As a test of the car it was most satisfactory because the run was made without effort to gain time and over many stretches of road that were unfamiliar to the driver.

Of the return, after stumbling and sliding through the snow down off the knob from the little yellow farm to the road, there is not much to be said. The snow continued. The hills were now pitched the other way for the most part. It was advisable to descend several of them in second gear.

Gasoline was taken on at Middletown, and coffee at a shack by the road, somewhere down the line toward Monroe, headed back through New Jersey.

At Hackensack a red signal light is passed because the driver cannot see through the back of a bus which is just ahead nor divine that it is in process of making a right turn. At Bogota another red light is passed because the driver is looking the other way. So—fortunately—are the police, if any.

All this has been done without chains, because they were forgotten in making ready the car last night; yet with only one small misadventure. That resulted from the attempt to take the stiff pitch of Castle Brook hill in high regardless of a snowfall of more than four inches; and from fozzling the change back to second. The consequence, after a quarter hour's futile wading around and laying down brushwood, was a cautious backward slide over a half mile of winding road onto the bridge for a second attempt.

Columbus Circle is reached again at eleven-forty-five. That makes the finish fifteen and three-quarter hours behind the start, and involves, by rough estimate, about eleven and a half hours of actual driving. The distance covered has been just under 285 miles, so that the average speed is better than 25 miles an hour. Eighteen gallons of gasoline have been consumed, taking approximate readings from the gauge on the dash. Hence the fuel consumption works out at just about 16 miles to the gallon, which is fair enough considering the weather, the covering of some very ordinary and some very bad road, and also the influence of quite a bit of hill work in the climb of 1,500 feet or so.

It has been quite a long day, and especially has the tedium of peering through swirling snowflakes while heading into the wind during a portion of the run home made the final hours seem longer. Yet it has been no extraordinary tax on a person of normal vigor. It has been thoroughly enjoyable and free from worry and strain. Moreover, it leaves the driver without local muscular weariness and without any of that feeling of having been battered about that is often experienced after long hours in a rough riding car.

As the experiences and sensations of the day are very similar to those when driving considerably larger and (Continued on Page Four)

## The Shopper's Guide and Business Directory

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Ready-to-Wear and Dry Goods  
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Bring Your Shoes To  
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100% Pure Penna. Oils  
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PALMER GRADUATE  
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### CHIROPRACTOR

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321 Mill Street Telephone 480

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Fresh Flowers Always  
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No Job Too Large or Too Small

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Gulf Gasoline 16c Gal. and tax.  
Tires and Tubes Reasonable  
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Plans Drawn and Specifications  
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A GOOD USED CAR  
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**GENERAL AUTOMOBILE**  
REPAIRING

### Today and Tomorrow

Our Trust Department is organized to serve this generation—and the next.

In appointing us as your executor you have the assurance of continuous unfailing service.

**Farmers National Bank**  
of Bucks County  
BRISTOL, PENNA



Dodge Brothers Victory Six Sedan



## LOCALS

—Mr. and Mrs. Elmer Jones, of East Circle, spent Saturday and Sunday in Germantown, visiting Mrs. Jones' parents, Mr. and Mrs. Lamb.

—Mr. Decker and son, Junior, and the Misses Ida Glazer and Dorothy Lewis, of Philadelphia, were Sunday guests of Mr. and Mrs. Louis Dries, of Pond and Market streets.

—Dorothy Jackson, Bessie Chambers, Marjorie Updyke, Louise Chambers, Thomas Fiocco, Edward Sherwood, Wilford Poulette, all of Bristol, and Robert Croll, of Jenkintown, motored to Easton, on Sunday.

—Mr. and Mrs. Edward Hendricks and children, of Red Bank, N. J., were Sunday visitors at the home of Mr. and Mrs. Harvey Stoneback, of Taylor street.

—A delegation of members of the Morning Star Chapter 395, O. E. S., visited the Burlington Chapter, O. E. S., on Monday evening.

—Mrs. Roy Tracy and Mrs. Sara Pearson, of Beaver and Buckley streets, left Wednesday morning for Washington, D. C., where they will spend several days, and then journey on to Lynchburg, Va., where they will visit friends for a week.

—Mrs. Williams, of Newtown, is making an extended visit with her son-in-law and daughter, Mr. and Mrs. Fred Bux, of Maple Beach.

—Mrs. James Lefferts, of Walnut and Pond streets, who has been confined to her home by illness for a week, is now very much improved in health.

—Miss Elda Kissinger has returned to her home, after spending several days at the home of her relatives, Mr. and Mrs. Christopher Johnson, of Tullytown.

—Mr. and Mrs. William Davis, of Beaver street, spent Wednesday in New York City, visiting friends and while there attended the performance at the Roxy Theatre.

—Mr. and Mrs. Clarence Glover and children, of Blackwood, N. J., were Sunday guests of Miss Elizabeth Bevan, of Dorrance and Cedar streets.

—Mr. and Mrs. "Al" Walker, of Philadelphia, spent several days last week at the home of Mr. and Mrs. William Wright, of Lafayette street.

—Nancy Bingham, daughter of Rev. and Mrs. James J. Bingham, of Oak Lane, spent the week-end at the home of the Misses Belle and Addie Gallagher, of Buckley street.

—Mr. and Mrs. James Estep and family, of Cedar street, attended the funeral of a relative in Philadelphia on Sunday.

—Charles Coombs, of Wilson street, has been confined to his home by illness this past week.

—Hugh McGee and family are moving from Pond and Washington streets to their recently purchased home at Wood and Lafayette streets, formerly occupied by Mrs. Nellie McGee.

CHAMBERSBURG, Pa., Apr. 20—A man with a dog accosted the wrong

person when he asked S. Miller Greenwalt, of this city, to do him a favor. The favor asked was that Greenwalt provide a piece of rope to tie the dog. Greenwalt looked at the dog and then at the man.

"Do you intend to tie that dog?" asked Greenwalt.

"Of course," answered the man, who

had refused to make known his name. "No, you don't," returned Greenwalt. "That dog's mine!"

The man fled and Greenwalt now has his dog which has been missing for several days.

**THE DENTIST WHO DOES NOT HURT**  
PAINLESS  
"SLEEP AIR"  
Extraction Free  
With Other Work  
Plates \$5, \$8, \$10; Crowns and Bridges, \$5  
Cleaning, \$3—Filling, 50c up—X-ray, \$1  
PLATES THAT FIT

**Dr. Algase**  
The Health  
Dentist

939 MARKET ST. OPEN  
1303 MARKET ST. ALL DAY  
901 MARKET ST. EVENINGS & SUNDAYS  
PHILADELPHIA

You, too,  
can have  
cleaner,  
brighter  
and  
prettier  
Furniture  
Use  
**O-Cedar**  
Polish  
at all  
Dealers

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Our facts and figures  
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Make us friends  
and keep 'em sold!

Here are a few facts  
about our Repair  
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**FORD-TRAINED  
mechanics**  
**SPECIAL FORD  
repair machinery**  
**STANDARD REPAIR  
labor prices**  
**GENUINE FORD  
replacement parts**  
**GUARANTEED WORK**

If your car is not running  
properly, drive into our  
Service Department—  
Our expert mechanics  
will find the trouble and  
quote prices in advance.

**THOS. A. COLLIER**  
AUTHORIZED FORD DEALER  
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WAITRESS. Apply at Clossen Hotel.  
Phone Bristol 48. 4-19-3t

WOMAN OR GIRL for general house-  
work at Langhorne, Pa. Sleep in.  
Write Box L, Courier office. 4-21-2t

## SITUATIONS WANTED

YOUNG WOMAN wants work by day  
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of children. Write Box A, Courier of-  
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MONEY TO LOAN on good first mort-  
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MORTGAGE FUNDS always available.  
Any amount. Quick settlements.  
Francis J. Byers, 409 Radcliffe street.  
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WASHES WANTED to do at my own  
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## LEGAL

## NOTICE

I will not be responsible for any  
debts unless contracted for by myself.  
DOMINICK (BILLY) PETINA.  
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For  
**YOUR EYES**

Night and Morning to keep  
them Clean, Clear and Healthy  
Write for Free "Eye Care"  
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Murine Co., Dept. H. S., 9 E. Ohio St., Chicago

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secutive times one-half cent per word, each day, after the sixth day.  
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BRICK STORE AND DWELLING, 20  
feet front, nine rooms, bath, hot-  
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ROW BOAT with outboard motor.  
Good condition. Phone 463-J-3.  
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FIVE-PIECE PARLOR SUITE, stuffed,  
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Dorrance street, next to Douglass'  
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HOUSE, 209 Dorrance street. Nine  
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SEVERAL APARTMENTS on Trenton  
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GARAGE, with space for two cars.  
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OFFICES on second floor of Grand  
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Apply at Cohen's Hardware Store, 404  
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BUNGALOW on Roosevelt street, with  
six rooms and bath, \$25; six-room  
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ing heat. Eastburn, Blanche & Hardy.  
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ONE OF MOST desirable stores on  
Mill street, with dwelling attached.  
Possession at once. Rent \$110. See  
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NEW, SIX-ROOM HOUSE and garage.  
Heat, electric light, gas, hot and cold  
water, curtains, full size window  
screen. Will sell reasonable. Located  
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veniences. Two porches, two-car gar-  
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wants. Orders for job-work will be  
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FIREWOOD, cut in stove lengths.  
Seasoned oak, \$6 load, delivered.  
Fireplace wood, same quality and  
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NOW IS THE TIME to plant your  
pansies and get full benefit of them.  
A bed five feet across will take 139  
plants nicely. Only \$2 per hundred.  
Get them at Updike's, Beaver Dam  
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FRAME DWELLING, seven rooms,  
bath, hot-air heat, electric lights,  
enclosed front porch, cement cellar  
and walks. Located 645 Corson street.  
Apply only to J. Edward Lovett, agent,  
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lent condition. Reasonable price and  
terms. Francis J. Byers, 409 Radcliffe  
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CALIFORNIA PRIVET HEDGE.  
Strong, two-year-old plants, well  
branched, \$5 per hundred. J. C.  
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USED PARTS for Hupmobile, Star,  
Buick, Bell, Cleveland, Overland,  
Ford, Durant and many others. Cars  
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THE BIGGEST BARGAIN that money  
can buy—A \$200 deposit will buy  
five lots containing one acre of ground  
on which is now built a new barn  
costing \$600, a large chicken coop to  
hold 1,000 chickens, a cellar all ce-  
mented, on which a house can be  
built; also material and tile on prem-  
ises enough to build a house; a young  
orchard on grounds, a dug well with a  
cesspool, all new, cost to build \$450,  
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Matinee at 2:30—Adults, 35c; Children, 25c

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**MONDAY, TUESDAY and WEDNESDAY**  
**THIS WAY TO THE BIG SHOW!**

# CHARLIE CHAPLIN in 'The Circus'

HE'S  
BACK  
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In the greatest show of mirth—the picture you've been  
waiting to see! Chaplin, king of comedy, back again—  
still smiles and smiles ahead of them all!

Right this way to the big show! See the greatest col-  
lection of laughs, gags and giggles ever assembled under  
one canvas! Freak, fun and frolic—they're all here! All  
right, professor, strike up the band! The show is about to  
begin!

This way to the Big Show! This way to the Big  
Laughs! This way to Chaplin's three-ring comedy circus!  
This way to the greatest show of mirth! This way to the  
comedy of all time! It stars Charlie Chaplin—lovable,  
laughable joy creator supreme!

Funny Face! Funny Feet! Funny Film! He's in again  
the man of mirth who creates happiness in every heart!

**GRAND THEATRE MAGAZINE**

**Special School Children's Matinee Tuesday, April 24, 3:30 P. M.**

Admission, 20c; Adults, 40c

Evening Prices: Adults, 40c; Children, 25c



## Lambertville High Ties Bristol Nine

(Continued from Page One)

seventh, eighth and ninth innings, but fine hurling on the part of Wright prevented any scoring.

David reached third base in the final inning, after two were gone. Still failed to hit and Bristol was left with the winning run on third base. Bristol plays Bryn Athyn Academy here Tuesday.

Line-ups:

LAMBERTVILLE			
	A. B.	R.	H.
Russo p	4	2	2
Beckner 2b	5	0	0
Sherdon 2b	0	0	0
Deni ss	5	0	1
Quecker ss	0	0	0
Matthews 3b	3	0	2
E. Johnson rf	5	0	0
W. Johnson c	5	1	1
Pasco 1b	2	1	0
Cella cf	4	1	1
Moonen lf	4	0	0

BRISTOL HIGH SCHOOL			
	A. B.	R.	H.
David ss	5	0	3
Sch 2b	3	0	0
Piazza 3b	4	1	2
Hansen c	4	2	1
DeRisi lf	4	1	1
Dries 1b	2	0	0
Lynn 1b	2	0	0
La Rosa rf	4	0	1
Van Horn cf	4	1	2
Wright p	4	0	1

Score by innings:  
Lambertville ... 1 0 1 0 0 3 0 0 0—5  
Bristol ... 2 0 0 0 1 2 0 0 0—5

Two-base hits: Hansen, Matthews, David.  
Three-base hits: Piazza, 2.  
Struck out by Wright, 12; by Russo, 10.

Scorekeeper: Juno.

## State News

BETHLEHEM, Pa., Apr. 21—(INS)—Charles R. Richards, president of Lehigh University, believes that there are too many men of inferior or ordinary ability in the colleges of this country.

Dr. Richards made known this belief here recently and supported his statement by referring to the fact that college graduates comprise less than one per cent of the population. He added that this over supply of ordinary men in no way affected the opportunity that awaits young men of ability and those who have the qualities of leadership.

The university head also said that the professions were overcrowded with men of little ability, but that the man who has the initiative and a willingness to work may be expected to make a success in any profession and the man of high ability may expect to achieve distinction.

Dr. Richards said that it was becoming increasingly difficult for a man without a college education to attain distinction. He attributed this to the fact that the training received in college affords the opportunity for accumulation of specialized knowledge and the application of such knowledge to the affairs of life.

BLOOMSBURG, Pa., Apr. 21—(INS)—Michel Yankow, of Fishing Creek has been released from jail after spending five months in a cell only to discover that no one had appeared to press the charge of assault and battery which caused his arrest.

When brought before the court Yankow said he had not been in a fight last November when he was taken into custody, and that he knew no reason why he was held in jail. When inquiries were made, it was disclosed that the district attorney had never heard of the case. No person familiar

## PERSONAL LIBERTY

Neither this country nor any other is given to the theory that all men should have all liberty. Certain liberties are fundamental, but surely the thinking of a person that deprives one of judgment, that inflicts poverty on innocent victims, that incites to crime and altogether is a heavy burden on society, is not one of the fundamental, important liberties.

Prohibition is a restriction akin to the traffic laws that keep one from driving any way and anywhere he wishes. It is akin to the drug prohibition. It is akin to the laws against theft and murder.

The essential question in considering prohibition is this: Is the liquor evil serious enough to require its prohibition by law? And it is the judgment of most citizens, based on a long and painful experience with less drastic measures, that it does have sufficiently serious proportions.—Des Moines Register.—(Adv.)

## “BEAU GESTE”

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with the case could be found so the court ordered Yankow's release.

YORK, Pa., Apr. 21—(INS)—A 63-year-old man is again cutting teeth!

John Welsh, of this city, had been suffering from severe pains in his jaw and consulted a dentist. An X-ray was taken and Welsh discovered that a new set of teeth—his third—were growing in. He hopes to soon be able to show a complete set of new canines, incisors and molars.

## Over the Hills in A Victory Six; Performance Noteworthy

(Continued from Page Two)

more powerful cars, it is concluded to have been proved that the Victory Six is an exceptionally fine performer by contrast with other cars of low price and moderate size.

Agreeable performance such as this demonstration proves may be due to

several characteristics, but is more apt to result from the coordination of many. In the case of the Victory a great deal of credit should be given to the unified construction, whereby body and chassis though separately built and assembled in the usual manner, are more positively united than in other cars, and are designed to reinforce one another.

There is unusual strength and rigidity in the body, due to the cellular construction of the steel walls, and there are no joints to work and squeak because of the unique way in which it is built up out of very large sheet steel stampings and welded together. In consequence the weaving and working that is actually visible in some cars, and in others evidenced by sound, seem to be entirely absent.

Due also to this rigidity and the very low mounting of the car, it clings to the road to an extent that is often beyond expectation and suggests the performance of a much heavier machine. Its weight of 2,767 pounds, however, places it very definitely among the lighter cars. This, in turn,

suggests a more complete comparison of dimensions.

For this purpose the details of a group of 14 six-cylinder cars which are closely comparative have been studied. The prices of sedans in this group run from \$795 to \$1,395, shipping weights from 2,500 to 3,300 pounds, wheelbases from 107 to 121 inches, maximum actual horsepower from 40 to 63. This works out in a very interesting way.

The Victory Six is highest in power ratio among these cars, with 2.69 horsepower for every hundred pounds of weight, but it is third from the highest in point of actual power and fourth in actual weight. Four cars in this group have engines of greater piston displacement—which necessarily involves a heavier power plant—but only one is built to exceed it in engine speed.

On the point of gear ratio, it stands at the foot of the list, which means that the engine turns more slowly in relation to car speed than that of most other cars in the group. Taking tire diameter into account it is found that at any given speed the engine crank-

shaft actually makes fewer revolutions in a mile of travel than any other in the group, save only one. This means that the power plant as a whole is exceedingly rugged, while its comparatively low speed when pulling the car accounts in part for absence of vibration.

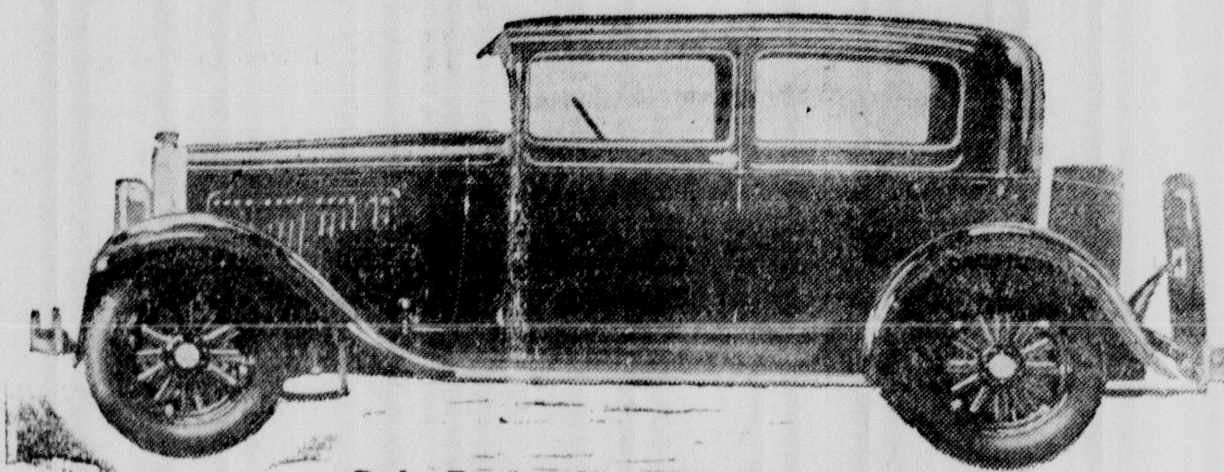
In wheelbase of 112 inches it is intermediate, but there are only three cars in the group having a greater combined length of springs, and only one having a greater total length of spring in proportion to wheelbase. Though quality of materials, number and thickness of spring leaves and initial deflection of the springs may have more to do with riding ease than the more obvious relation of spring lengths and wheelbase, the comparison is, nevertheless, worthy of note.

The car is thus seen to be of intermediate size in the group and of exceptional relative power. A comparison of body dimensions, on the other hand, shows that the spacing of its seats is more generous than most of the others in a number of respects.

Thus, bearing in mind that it is the lowest car in the group with an over all height of 68 inches and next to the lowest in point of its 8-inch road clearance, it is surprising to discover that it has more head room over the front seat than six of the other cars in the group and more head room over the rear seat than eight of other cars, while the front cushion is next to the highest, and the rear cushion actually the highest found in any of these cars. Though the body is not obese—notwithstanding the fact that it is two inches wider in front than the narrowest of these cars—it is made especially comfortable by the angle and depth of the cushions, which are within half an inch of the most liberal seat measurements found in any of these cars.

Only one of these cars has more room between the seats, while seven of the 14 have less head room from floor to roof in the back, than has the Victory.

All this helps to account for the fact that the Victory gives something very closely approaching what might be called “big car” performance, and that it stands up to that comparison even after a relatively long and hard run. That it has been built to achieve such difficult results, and yet kept small enough to slide through the worst traffic, proves it in many ways a car of the future.—Automobile Topics, April 14, 1928.—(Adv.)



Dodge Brothers Victory Six Brougham

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STONE is beautiful and very enduring but costs about 40% more than the other two types, making the cost prohibitive to the average home builder.

BRICK houses cost less than stone but much more than frame. In building a moderate-sized house, brick gives less chance for beauty than frame.

FRAME construction costs less than any other type. It is more easily erected, lasts a century or more if properly cared for and is flexible from an architectural standpoint.

## COMPARATIVE COSTS OF OUTSIDE WALLS

All Frame Construction	100 %
Wood with Stucco and Wood Lath	120.7%
Wood with Common Brick Veneer	155.3%
Solid 8-inch Brick Wall	167.8%
Hollow Tile, 8-inch, with Stucco	190.4%

HEATING COSTS.—In tests made with 27 houses exactly the same design and interior construction it cost, 52% less to heat a frame house than a brick house with 8-inch walls. Brick and stone are heat conductors; wood is not.

FIRE HAZARD.—Figures compiled by the National Board of Fire Underwriters in 53 cities on 23,389 fires show the buildings burned were of the following construction:

Brick and Stone	24.3%
Houses Other than Frame	25 %
Supposedly Fireproof Houses	42.5%
Frame	16.5%

Hence FRAME HOUSES cost less to build, less to heat, offer more and better advantages in decorating exteriors and in building additions, and last for years.

These are probably the reasons why there are MORE FRAME houses being built today than ever before.

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